

Air Mechanic 1st Class S. Clifford Lamplugh RFC

The Lamplugh family has an ancient pedigree. It originates from the small settlement of Lamplugh, near Cockermouth in Cumberland, and the first recorded ancestor is Robert de Lamplugh in 1160.ⁱ

If we look at more recent historical documents, the census for 1851 records Sydney's great-great grandmother, Jane, born around 1797 in Garton, Yorkshire, and then living with her grandson, James Alfred Lamplugh, aged 9 (Sydney's grandfather).ⁱⁱ James's mother, Miriam Watson, a dressmaker, had married the boy next door, Jeremiah Lamplugh, a saddler, on 17th August 1841.ⁱⁱⁱ Sadly, Miriam died when James was only two years old from a '*lingering consumption borne with Christian resignation*' on 2nd May 1844, aged just 29.^{iv} In the 1861 census, James is recorded as working as a 'journeyman saddler' for his father who was a 'master saddler' in Church Street, Kilham, Yorkshire.



Figure 1: Church of the Messiah, Broad Street Birmingham in 1865

On 3rd December 1862, James's father, Jeremiah, remarried.^v Whether this directly affected James's decision to leave Yorkshire, we will never know, but by 1866 he had relocated to Birmingham and married Eliza Whitmore, daughter of William Whitmore, a builder, on 18th March at the Church of the Messiah in Broad Street, Birmingham. At the time of his marriage James was living in Latimer Street South, Birmingham.^{vi}

In 1871, the couple were resident in Libra Road, Bow, London, with their three children: William Alfred (born 1866, West Bromwich), Francis Henry, known as Frank (born 1868, Birmingham) and Sydney Augustus, (born 18th May 1870, Birmingham).^{vii} James at this time was a 'saddler, unemployed'.^{viii}

The couple's next two children, Henry Arthur (born 1873) and Walter Jeremiah (born 1874) have Kings Norton, Birmingham, as their registered place of birth, so their stay in London must have been brief.^{ix} James's fortunes had improved considerably by 1881 and in the census for that year he is recorded as a 'master

saddler, employing 26 men, 8 boys and 18 girls'. The family address was 135 Great Colmore Street, Birmingham, the business address of Lamplugh and Brown, cycle saddle manufactures.^x On 12th November 1883, James became a Freemason and was initiated in the Masonic Lodge of Israel, No 1474. His address is recorded as Wheeler Street and his profession, as 'a manufacturer'.^{xi} James was also a partner in Thomas Webb, Jones and Co., a 'Wholesale Coach and Saddlers Ironmongers' operating from 3, 4, 5 and 6 Horse Fair, Birmingham. On 10th December 1890 the partnership was dissolved.^{xii}

In 1891, Lamplugh and Brown are documented in the Middlemore family archives as having supplied a saddle for Queen Victoria.^{xiii} Later that year, on 3rd August, George Frederick Brown retired from the business and the partnership was dissolved.^{xiv}



(No Model.) 3 Sheets—Sheet 2.
J. A. LAMPLUGH.
BICYCLE SEAT.
No. 446,355. Patented Feb. 10, 1891.

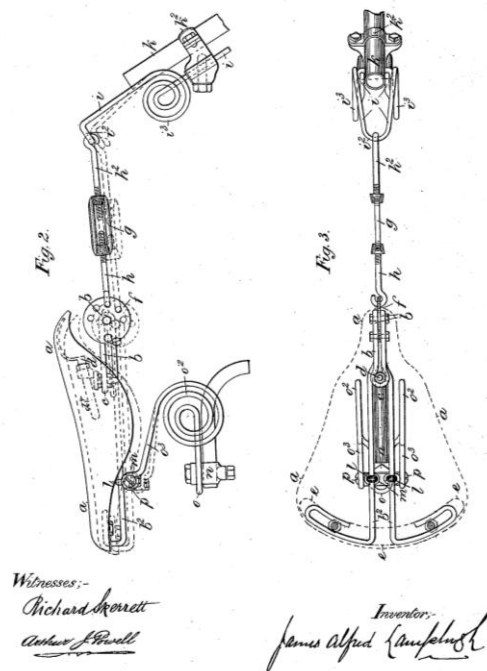


Figure 2
(Left) An advertisement for Lamplugh & Brown
(Right) An 1891 patent for a sprung bicycle saddle by J A Lamplugh.
Filed 21st October 1890 and patented 10th February 1891

James continued to run the business as Lamplugh and Co., with his son Henry as manager.^{xv} During that time they set up a Paris branch with James's eldest son, William (Sydney refers to him as Uncle Will), moving over to France to manage the business. James died in 1895, leaving an estate worth £14,578 7s 1d about one £1,749,360 in today's money.^{xvi} As a result of his death, the business merged with another saddle-maker and formed Middlemore and Lamplugh in 1896. Sydney Augustus Lamplugh and Henry Arthur Lamplugh agreed to stay as general works managers with the new company for a period of five years.^{xvii}

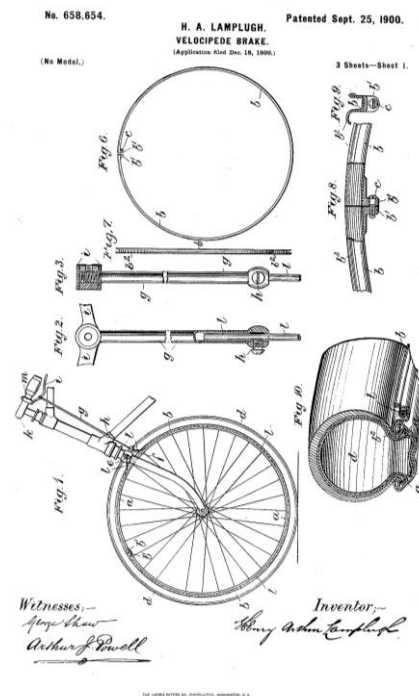


Figure 3: (Top left) 1899 advert for a Middlemore & Lamplugh sprung saddle

Figure 4: (Top right) Patent for a bicycle brake by Henry Lamplugh, 25th September 1900

CAPTAINS OF INDUSTRY.
MR. H. A. LAMPLUGH.

The name of Lamplugh is very well known throughout the trade, for one of the earliest saddle businesses in the Midlands, was that of Lamplugh and Co., of which for many years Mr. Henry Lamplugh was manager. Eventually the business became incorporated with that of Messrs. Middlemore, and Mr. Lamplugh became managing director. On giving up this position the subject of our sketch started the Barford Manufacturing Co., which was ultimately transferred to the Bowden Brake Co., Ltd., of which company Mr. Lamplugh is now managing director.



Henry (see left)^{xviii} eventually moved to form Barford Manufacturing and Co., manufacturers of cycle accessories at the Mitre Works, Bishops Street, Birmingham.^{xix}

The French part of the company, Lamplugh et Cie, under William's management carried on after the Middlemore merger.^{xx} At the Motor Show held at Olympia, in November 1906, the Gladiator Company, Stand 47 showed off the latest refinements in the coachbuilder's art with the collaboration of Driguet, Rothschild and Lamplugh. The following is a description of the new six-cylinder 'Gladiator'.^{xxi}

The new six-cylinder Gladiator show chassis at once arrests the attention of the visitor, as it is splendidly well finished, and has the very latest modifications in design. The under-frame supporting the gear box has been reintroduced, and gear-box and differential are cast in one piece. Four powerful brakes are fitted, one on each side of the differential, and two internal expanding brakes on the back wheels.

These cars are all chain driven, and the chain runs in a case to make the running as silent as possible. Four finished carriages are also shown, in limousine and landaulette styles, and they are finished off in the highest possible manner.

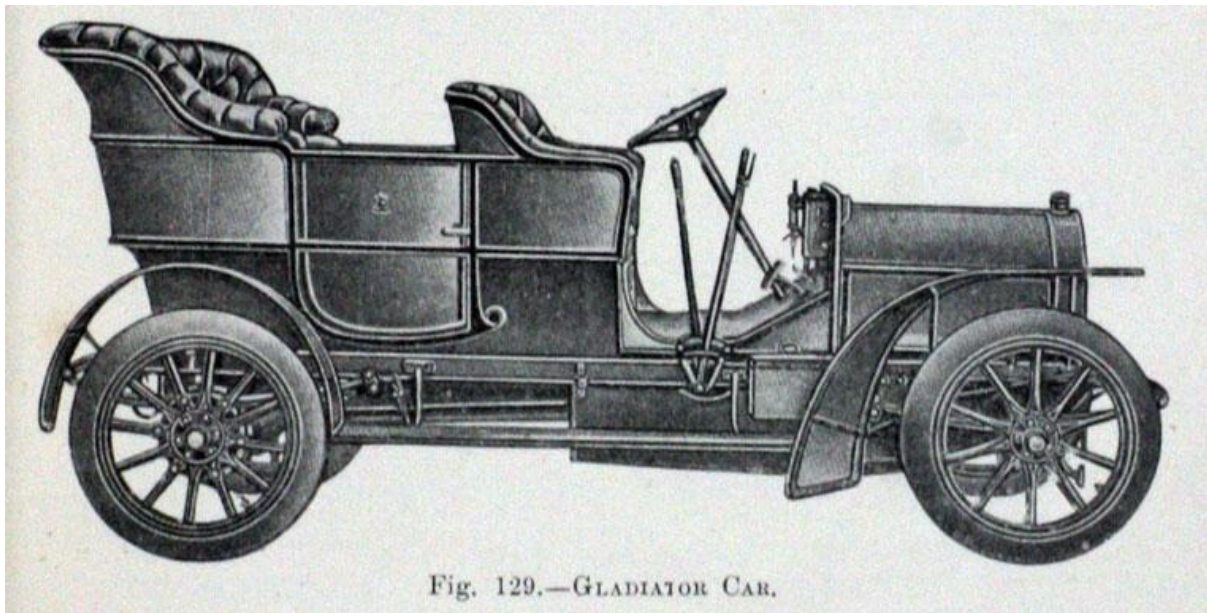


Figure 5: The 'Gladiator' which appeared at the 1906 Motor Show in Olympia

In 1901 Sydney Augustus Lamplugh and his wife Ellen (nee Gilmer), whom he married in 1895, were living at 1, Caroline Road, Moseley with their two sons. Alfred Gilmer was born on 19th October 1895 and Sydney Clifford, known as Clifford by the family, was born eighteen months later on 21st April 1897.^{xxii} Sydney (Augustus) is recorded as 'living on his own means,' but by 1911 was working as a 'traveller for the cycle trade' representing Middlemore and Lamplugh in the company's considerable business interests. This included contracts with the British Army in 1914 for saddlery and harness for horses and other leather goods including bicycle saddles and luggage.^{xxiii} The firm was dissolved in 1920.^{xxiv}



Figure 6: Birmingham Municipal Technical School

By 1911 the family had moved to a new address at 'Thirlmere', Moor Green Lane, Moseley with their two sons and a daughter Joan Frances Mary Elinor Lamplugh, born on 25th April 1908.^{xxv} The two boys, Alfred and Clifford both attended King Edward's School (KES), then in New Street, Birmingham. Clifford had transferred from King Edward's Camp Hill School to KES in January 1909. The school records reveal that a classical education was not his forte: his strongest subject was drawing.^{xxvi} He left the following year to attend the Birmingham Municipal Technical School in Suffolk Street, the forerunner of Aston University^{xxvii}, and matriculated in 1914 with the intention of being an engineer.^{xxviii}

After leaving school, Clifford became apprenticed to Belliss and Morcom Ltd ^{xxix} with premises at Ledsam Street, Ladywood, Ickniel Square and Rotton Park Street. By the start of the war, the company was producing a standard range of 10 brake horsepower (7.5 kW) to 3,000 brake horsepower (2,200 kW) quick-revolving engines which could be deployed for electrical power generation for lighting and industrial mills. At its factory at Rotton Park Street, the company was also producing condensing plants, air compressors, fan engines, pumping engines, paraffin engines and steam turbines.^{xxx}



**Figure 7: (Above) Belliss and Morcom Ltd, Ledsam Street
(Right) Advertisement for Belliss and Morcom**

—A.S.D.— 5th Edition. Telegrams: London Office: 8, VICTORIA ST., S.W.
 Codes: "Engineering" 5th Edition. "BELLISS, BIRMINGHAM."
 "Western Union" (Universal Edition).
 Lubber's

BELLISS & MORCOM LIMITED
BIRMINGHAM,
 ENGLAND.

SELF-LUBRICATING ENGINES
 for
 ELECTRIC POWER, LIGHTING,
 MILL DRIVING
 and other purposes.

ENGINES FROM 10 TO 3000 H.P.
 TURBINES FROM 500 H.P. UPWARDS.

Two (of 6) 2,500 K.W. Combined Reciprocator and Exhaust Turbine Sets (2,000 K.W. Engines, 1,000 K.W. "Inverter" Turbines) at the Birmingham Corporation Tramway Power and Lighting Station.

**STEAM TURBINES,
 CONDENSING PLANTS,
 AIR COMPRESSORS,
 AND
 PARAFFIN ENGINES.**

More than 5,600 Engines representing over 1,000,000 Horse-Power, have been supplied for Central Stations, Dockyards, Arsenals, Mills, Factories, Mines, Collieries, etc., both at home and abroad.
 Over 330 Central Stations & Power Installations equipped.



Figure 8: S Clifford Lamplugh

Soon after war was declared in August 1914, Clifford enlisted for three years 'short service' with the colours in the 16th (Service) Battalion Royal Warwickshire Regiment (3rd Birmingham Pals) on 30th September 1914 as Private S C Lamplugh, No 934. He declared his age to be 19 years and 5 months. In reality he was only 17 years and 5 months old, under the minimum age of 19 years required to serve abroad. At the time of his attestation Clifford was 5' 3 $\frac{3}{4}$ " tall, with blue eyes and light brown hair. He served for 55 days with the battalion before transferring to the Royal Flying Corps (RFC). On 23rd November Clifford was appointed as Mechanic Class II, No 3158.^{xxxix}



Figure 9: The earlier B.E.2 reconnaissance plane. With the observer in the front, no effective machine-gun arrangement was possible

The Royal Flying Corps (RFC) was founded in 1912 and at the commencement of WW1 had some 113 aircraft in military service. The expansion of the RFC continued rapidly during the course of the war putting considerable strain on the recruiting and training system and also on aircraft supply. For much of the war the RFC faced superior enemy aircraft. For reconnaissance missions, the R.E.8, an observation and photo-reconnaissance plane replaced the slow and vulnerable B.E.2 in 1917, but with the difference between the combat and stalling speed being only around 20 mph, manoeuvres had to be made carefully so that the aircraft did not stall and fall into a deadly spin.

On 16th December 1914, Clifford started his training course at Farnborough. He wrote home to say:

Arrived here quite safely at 4.30 and have just had a jolly good tea and got my blankets and am settled down in a jolly decent room. My address is - Pte S C Lamplugh, Block E2, Recruits Depot, Flying Corps Barracks, South Farnborough. Tomorrow I shall have to be vaccinated, and I shall get my new uniform, which is extremely thick and serviceable. I shall get no Christmas leave but probably get a weekend about New Year. Three of the B.E. biplanes have just set out for Aldershot at dusk and they looked a treat while the airship sheds are all lit up. My machine will probably be a P & M inclined engine, there are a lot of them here...^{xxxii}



Figure 10: A 1914 Phelon and Moore 3½ HP motor cycle and sidecar

In August 1914, Phelon and Moore (P&M) had developed a 3½ HP motor cycle with sidecar mounts which had been undergoing assessment by the War Office prior to the commencement of hostilities. It was chosen as the official motorcycle transport for the newly formed Royal Flying Corps.^{xxxiii}

On 18th December 1914, Clifford's letter home describes his busy life at camp saying:

...Everything is going fine. I have got my uniform and it is very decent indeed. The drill down here is ten times as smart and quick as the Battalion drill. I have been served with toothbrush, razor, hairbrush, comb, housewife holdall, knife, fork, spoon, shaving brush and kitbag with towels, pants etc. The food isn't as good as yours by strokes. Yesterday, 50 of us were paraded for tests. I was the only motorist and they gave me a 3½ Rudge

and told me to go for a run. It was a treat. I passed in the highest rank as 'skilful'. We shall stay at Recruits Depot until we are posted, then I shall receive my new machine. My pay now is 2/- a day, but when I am posted it goes up to 5/- a day. This will happen in about 3 weeks time... We get up at 6.30 for 1st parade, breakfast at 7, parades 9-10, 11-12 and 2-3 when we have finished except for a lecture from 6-7. There are lots of aeroplanes and an occasional airship up, wet or fine. I went over to the AID (Aeronautical Inspection Department) the other day, about 30 biplanes and 10 monoplanes all ready for war when wanted...^{xxxiv}

Clifford's letter home on 20th December 1914 notes that:

... I had a shave with an army razor this morning and cut my chin twice Sunday is a cleaning day here all tables, beds etc outside, all floors scrubbed. I have been appointed 2nd Class Air Mechanic so please address future letters to 2nd A M Lamplugh...^{xxxv}

Just before Clifford left for France, he experienced a little of the realities that were to face him at the front. In his letter home on 20th January 1915 he relates that:

...I am going to France on Friday or SaturdayLast week a young civilian pilot got his commission and came to our squad to learn drill. An aeroplane passed over us and he remarked that this was the type of machine that he had learnt on and how safe it was to fly. Yesterday, I saw him burnt to death in mid-air. When we picked him up there was no head or shoulders on him and his trunk was all charred. He had been practising bomb dropping with live bombs and had two underneath the machine when he crashed. Last night when we talked about it, the chap next to me had a fit and was unconscious for two hours. He will be discharged when he comes back. I have been measured for overseas kit today and am most anxious to go. Please tell people not to write to me here as the letters won't get sent on. Also don't expect to hear from me for some time as I don't know where on earth I am going, except that it is in France. Also my letters will be censored...^{xxxvi}

On 24th January 1915, Clifford was posted to France to serve with the 3rd Squadron of the RFC.^{xxxvii}

On arrival in France Clifford was allowed one postcard home. It has been crossed out at the bottom, possibly redacted. It reports that:

...Arrived here this evening by lorry (can't tell you where). We are about 4 miles off the firing line and can hear guns all day. They shelled the town next to us the other day. I had another night in a cattle truck but am all smiling and bright. I can distinctly hear the guns as I am writing this. My address is now No 934, 2AM Lamplugh...^{xxxviii}

The following month, in his letter home on 8th February 1915, Clifford is feeling acutely the deprivations of being away from home. He requests:

...A few candles, as many as possible as we absolutely depend on a candle for our evenings and if possible a little lamp.... I am getting on quite well with my work and trying to do my bit. Out here we do not get paid regularly but draw as much as we need every fortnight... Congratulate Alfred on his commission and tell him not to swank about much and not to go out on my motor bike too much..... Tell father it is fine for him to go on with his training but he must not overdo it as we are not losing ground out here now Do you think it will hurt much if I start smoking again, I won't if you don't want me to ... It is very cold at nights here but the weather is getting decidedly better. I have made my will and left all my property and effects to Joan as I thought you would like me to do If anybody asks you what we want tell them a small primus stove to make use of certain soup tablets...^{xxxix}

With no canteen or anywhere near to buy goods, Clifford's thoughts turn to the comforts of home in this letter written on 21st February 1915.

...Please don't send any more soup squares for a bit but a few packets of cream chocolate, I mean black outside and white inside some Cadbury's Fry's and some Mackintosh De Luxe which is ripping stuff to chew on a journey. The guns were banging away quite horribly last night. I think they are discussing the ownership of a town a little way away. There is no canteen to buy anything here so the chocolate and some of your home made cakes, some biscuits and a small pork pie and anything else you can think of with a long, chatty, newsy, bright and cheerful letter about everything and everybody...^{xi}

In September 1915, Clifford's letter home on the 21st identifies that he is stationed in the Béthune sector. His health is affected by a poor diet which is having a dire effect on him. He writes:

...I am now quite well but anxiously awaiting the iron jelloids, as I know my blood is not in the best condition by several small boils etc. I had a letter from Alfred the other day asking for a rendezvous with him at the Hotel de France in Bethune at 2.30. I got there at 3.30 and didn't see him as he has probably gone up in the trenches todayDid I tell you I have a brand new P & M. It looks very nice ... Can you send me some nice khaki shirts, really nice ones and not wool. I want something that is less irritating to the skin and which looks nice and tell father to ask round so he can send me a decent pair of knee grips which will fit a P & M as they are so very comfortable..... I should think that England is getting to be a dangerous place with all these Zepps about...^{xli}

In November of 1915, Clifford, is still in the Béthune sector, an area with a long coal mining history. He writes home on 4th November complaining that:

... This district is the most uninteresting place I have ever seen. It is all coal mines, smoke, greasy women and greasier children. If I hadn't got a motor bike I would go crazy...^{xlii}

Clifford's letter home on 11th January 1916, reflects his appreciation of Christmas gifts and hampers from home together with unsolicited gifts from the locals. He also has a grumble about the state of the roads:

...Ever so many thanks for the two parcels and the Hutchinson waders, but as they are several sizes too large, I have passed them on to a pal and have written to Uncle Will for a smaller pair as you said they were made in Paris.
And now about that veal and ham pie. Well it is still the topic of conversation in our mess. It was absolutely scrumptious, that is the only word I can think of to describe it...I have had a parcel from Uncle Will via Fortnum and Mason, and everything was tinned or concentrated. Concentrated beef tea, meat and soup squares with tinned sausages, cocoa, coffee, sweets, cakes and plum puddings. I have never seen such a parcel before. We have had a lot of cigarettes as gifts from school children...The roads are getting worse and worse. I have

never seen anything like them. In some cases it is absolutely impossible to keep upright. Those chaps who said they wanted to get out here as soon as possible, don't know when they are well off. There is not the slightest enjoyment in riding out here. It is one continual jolt and the wind tosses you about all over the place...^{xliii}

By 1st February 1916, Clifford had worked his way up to *Mechanic Class I*.

On 20th March 1916, Clifford writes to his father to wish him a happy birthday and to say that:

... I have been having trouble with my bus^{xliv} lately, over tuning it I expect. And now then re parcels. Mother is perfect in everything except in life, except tastefully choosing of these very necessary aids to soldiering. Take for example the soup squares. As we have not the wherewithal to transform these into soup we use them principally for missiles and sometimes to pass an idle hour away building castles. Then the cocoa, this is necessary in winter only, but in summer it is apt to pall on one. I do hope you will not think me at all ungrateful ... the commissariat of the British Army has nearly reached perfection (for an army) and we are well supplied with all necessaries, so if you do send edibles I would much prefer the lighter variety such as apples or sweets...but such articles as socks, preferably khaki, and handkerchiefs are always acceptable...^{xlv}

On 7th April 1916, with his nineteenth birthday two weeks away, Clifford writes:

...Please do not make any fuss about my nineteenth birthday. I should like a pair of AK knee grips for my bus tank and a pair of thin yellow chamois leather gloves for summer riding and an AK plated leather belt to hold me together...We have moved a long way from Bethune. Just fancy all your worldly possessions in your pack and that on your back, there is no room for any luxuries... Speaking about the war, when do you think it will end, haven't you a cousin at the War Office or something to glean some inside information...^{xlvi}

Later that year in December, he was appointed to the position of observer.^{xlvii}

On 12th February 1917, Clifford writes home and apologises for not writing sooner and indicates that he will be coming home soon to train as a pilot saying:

...I am in the best of health and eagerly looking forward to coming home. I am expecting my papers through any time now..... I am really pleased about the spitlam oil pump and expect great things of it. I should think it particularly adaptable to two-stroke to replace the petrol system which always was very messy.

You asked me when I was getting my (Sydney draws a half wing representing the RFC Observers Badge). As a matter of fact I am not getting it at all but shall come straight home for my (Sydney draws a double wing representing a RFC Pilots Badge) which is even better still.

Tell Joan I have not married a widow with six children but contemplate doing so in the immediate future...^{xlviii}

In Clifford's last letter home on March 4th 1917, he responds initially to family news and then goes on to say:

.....One of the chaps just come out is a conscript and I never met a man with lower ideals in all my life. I wasted two hours on him trying to make him see that we fighting for etc and he absolutely couldn't see it. All that mattered to him was his own personal safety and hang everything else. He is a married man with two children and calls himself an Englishman.^{xlix}

Two days later, on 6th March 1917 Clifford was with 34th squadron pilot 2nd Lt Victor Arnold Berridge for a reconnaissance mission. Just after take-off, during a flat turn at a height of just 200 feet, the pilot lost control and the plane spun and nose-dived to the ground, bursting into flames at Cachy near Amiens in the Somme region. Clifford and his pilot, Victor, were both killed instantly.¹ Clifford was just 19 years old.

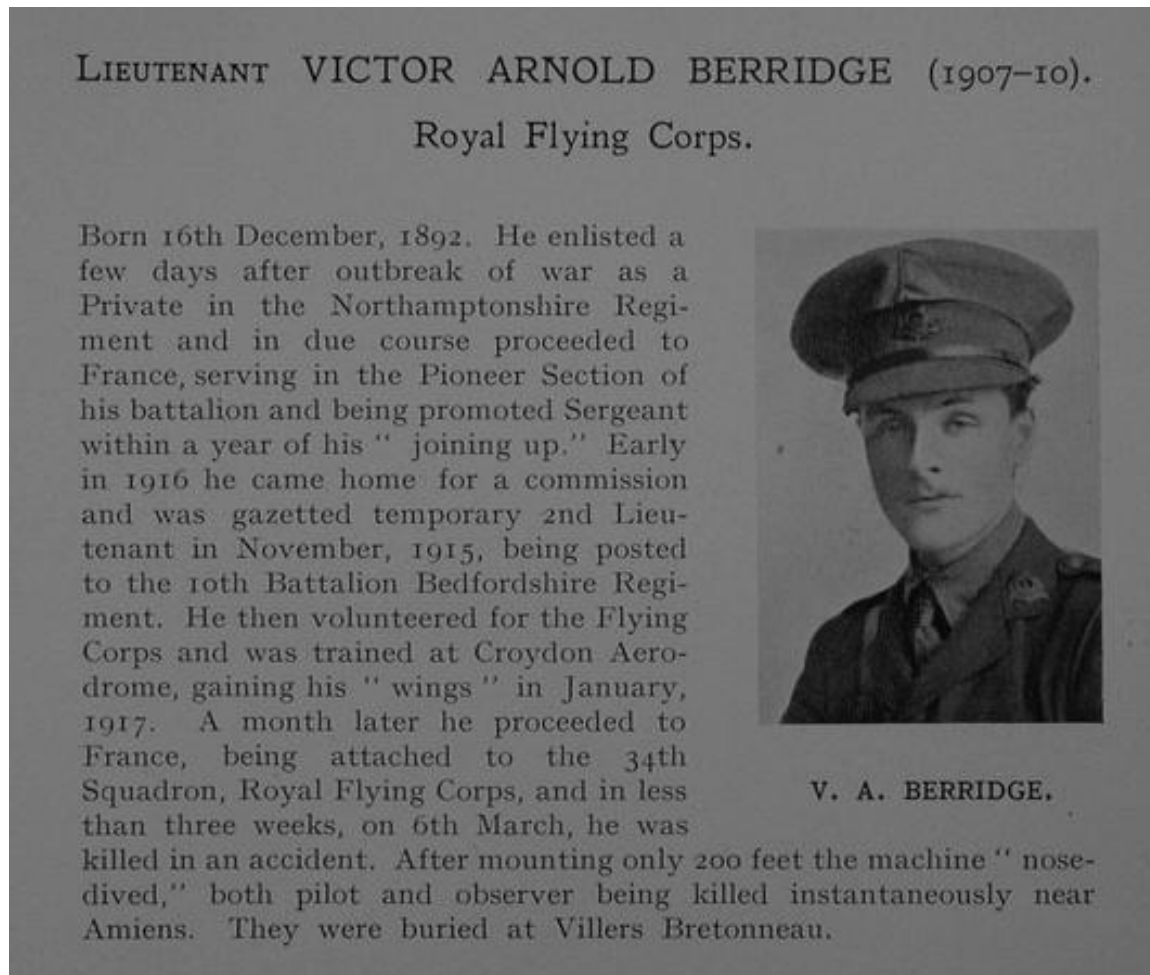


Figure 11: Sydney's pilot 2nd Lt Victor Arnold Berridge

Second Lieutenant Berridge had gained his wings in January 1917 and had served with his squadron for only three weeks when the accident occurred.

Second Lieutenant Berridge was trained to fly the *R.E.8* which was considered to be a stable observation and photo-reconnaissance platform but more difficult to fly than the *B.E.2*. Its superior design and performance and better armament was designed to replace the slow and vulnerable *B.E.2*. The actual improvements were marginal and the plane rarely achieved anything like its stated top speed. The high stalling speed also made landings difficult and dangerous. The armament was useless for either offence or defence and the plane fell in great numbers to German fighters. Manfred von Richthofen, the 'Red Baron', shot down seven of them, but didn't regard them as much sport.



Figure 12: The R.E.8 reconnaissance plane

The vulnerability of the *R.E.8* meant that single reconnaissance machines needed a strong fighter escort, which diverted the fighter squadrons from their primary mission of seeking and destroying the enemy. It came as a considerable relief to the British aircrews when the *R.E.8* observation squadrons began to re-equip with a new type, the Armstrong Whitworth *F.K.8*, in 1917. The *F.K.8* was sturdy and well able to defend itself, as many German fighter pilots found to their cost.^{li}

Clifford's Commanding Officer wrote of him:

He came to us from No 3 Squadron with very high recommendation from his Commanding Officer, and was doing very well with us. He would have had his commission some time ago, but there was some hitch about filling up the papers, and he sent them home again for completion.^{lii}

A comrade said of him:

During three winters in France we never heard a single grumble or grouse. One man said, 'They may have killed him but they never beat him.'^{liii}

Clifford and his pilot are buried in Crucifix Corner Cemetery, Villers-Bretonneux, near Amiens. The inscription on Clifford's headstone reads, 'A Boy in Years, A Man at Heart'.

Clifford is also commemorated at King Edward's School (KES), Edgbaston, Birmingham Hall of Memory and St Mary's Church, Moseley.

Clifford was a member of Robin Hood Golf Club and of the Old Meeting Church.^{liv} His grieving mother kept all Clifford's letters home in an engraved leather case which is now in the care of Minnie Lamplugh de Smith, Clifford's great-niece.^{lv}



Figure 13:

(Top left and left) Clifford's headstone at Crucifix Corner Cemetery, Villers-Bretonneux.

(Top middle) St Mary's Church WW1 memorial

(Top right and above) KES WW1 memorial with his name picked out



Figure 14: Lt Alfred G Lamplugh

Alfred Gilmer Lamplugh, enlisted as a trooper on 1st September 1914 in the 4th Hussars. In January 1915, he received a commission as a Second Lieutenant in the 8th Battalion North Staffordshire Regiment.^{lvi} On 8th December 1916, Alfred gained an Aviators Certificate in a Maurice Farman Biplane at Military School in Birmingham and was attached to the 5th Reserve Squadron RFC as a Flying Officer, No 4095. On 27th January 1918, Alfred was posted to Mesopotamia, where he was reputed to have served as the pilot of T E Lawrence (Lawrence of Arabia). He served until 1919 with the RFC and later the RAF (formed by the merger of the RFC with the RNAS on 1st April 1918).^{lvii}

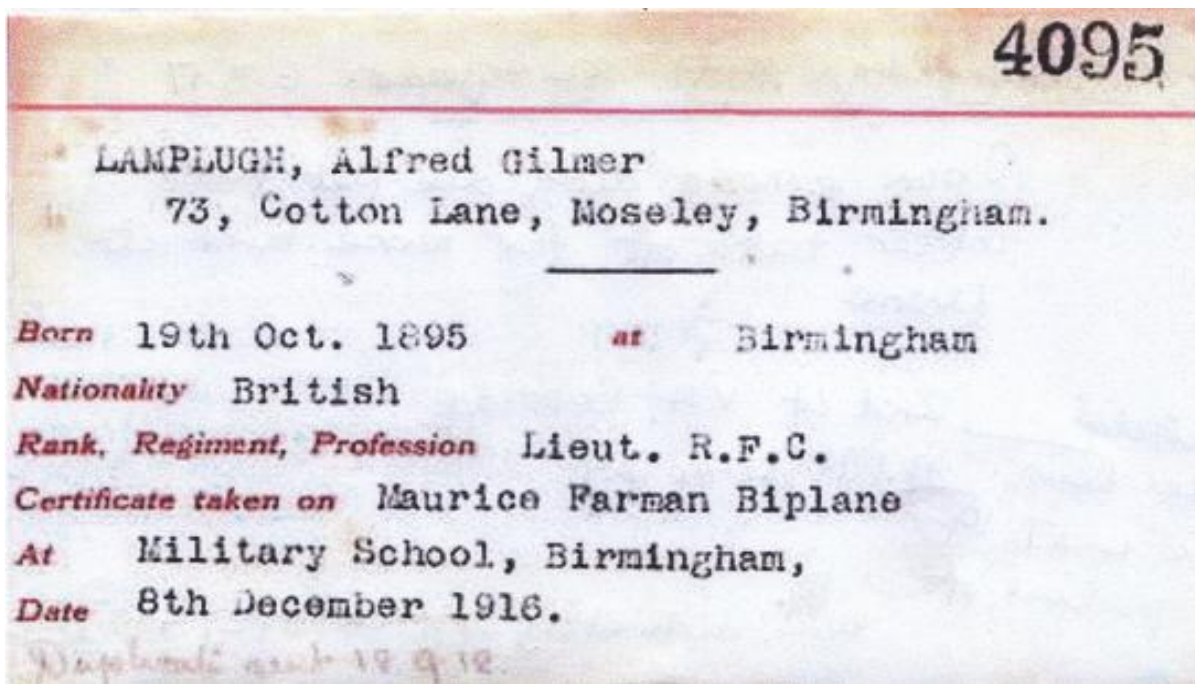


Figure 15: Lt Alfred G Lamplugh's Aviation Certificate

It is perhaps his personal experience of flying and the death of his brother Clifford in a flying accident that spurred him to become the Underwriter and Principal Surveyor to the British Aviation Insurance Group.^{lviii}

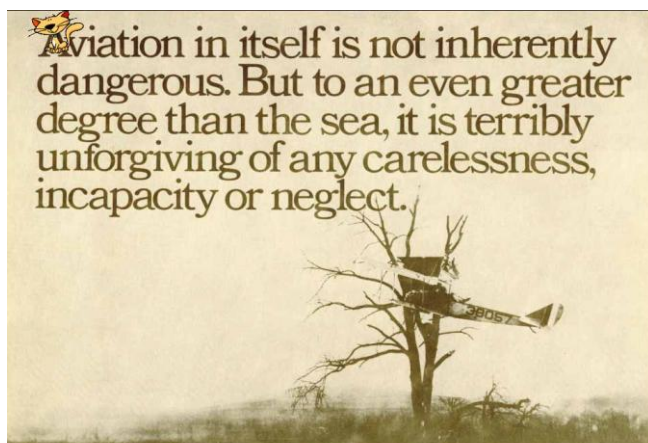


Figure 16: Quotation attributed to Alfred regarding safety in flying

There is a quotation attributed to Alfred which has become famous in aviation circles and appears on the poster to the left.

For more information on Alfred see:

'The Journal of the Royal Aeronautical Society, February 1956, Vol 60, No 542.'

Alfred married Marie Hugo in 1919. The couple had two children Alfred Brian Hugo Lamplugh and Beric Clifford Gordon Lamplugh who both served in WW2.

Clifford's sister, Joan, became a doctor. She became a house surgeon at the Queen Elizabeth Hospital and the General Hospital, Birmingham, and worked as a missionary doctor in Zimbabwe.^{lix}

On 18th October 1922, the British Broadcasting Company Ltd, a commercial company, was founded as a response to the wishes of electrical companies wanting to build up the sales of their radio products by providing radio broadcasts for their customers.^{lx} Clifford's father, Sydney Augustus Lamplugh, set up one such company, S A Lamplugh Ltd, with factories in Birmingham (Kings Road, Tyseley) and Coventry.^{lxi} The company was wound up in 1934.^{lxii}

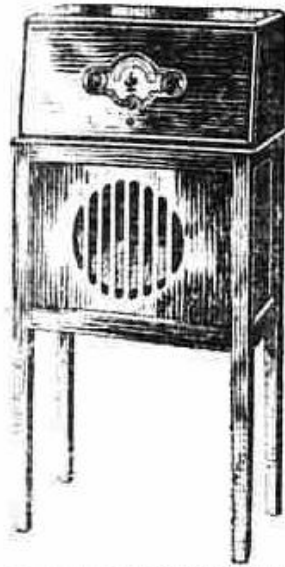


Figure 17: A 1926 Lamplugh radio



The BBC crest

LAMPLUGH wireless for a merry Christmas



Here is the **STANDARD CONSOLE**, a magnificent receiver incorporating a *Qualiton* speaker. In addition to providing unequalled quality of tone and accuracy of reproduction, it forms an attractive piece of furniture.

DESIGNED to provide perfect wireless entertainment "LAMPLUGH" Broadcast Receivers will revolutionise your ideas of wireless efficiency. They are the radio masterpieces and once installed in your home a source of permanent pleasure is ensured.

By obtaining your receiver from Willmott Bros. you can take advantage of a unique service. For example, Willmott's will provide a demonstration of the sets in your own home *without obligation to purchase*. Further, generous after-purchase-service and maintenance is guaranteed, whilst the special Easy Payment System, as detailed below, makes the acquirement of a receiver a simple matter.

Do not delay your visit to our showrooms, for already these popular sets are in great demand and late-comers are likely to be disappointed—pay us a visit **TO-DAY**.



Figure 18: 1928 advert for a Lamplugh Standard Console receiver

Sydney Augustus Lamplugh, an Old Silhilian,^{lxiii} was also an Alderman for Birmingham City Council. He was at some time: President of the Kings Heath branch of the League of Nations; President of Cocks Moors Wood Golf Club; President of the Moseley Division of the Unionist Association, and President of King's Heath (Parks) Tennis Club. He was also on the committee of Gracewell Homes Foster Trust, now the Gracewell Foster Trust. He was elected as a Councillor of Birmingham City Council for Moseley and King's Heath in November 1923, and sat on the Council Committees for Public Assistance (Drainage Board) and Parks.

Researched and written by Edwina Rees, Moseley Society History Group.

With thanks to Alison Wheatley, curator, King Edward's School, Edgbaston and Sydney's great niece, Minnie Lamplugh de Smith. The excerpts from Sydney's letters are reproduced in this article with the kind permission of Minnie Lamplugh de Smith and are not to be reproduced for commercial purposes without her express permission.

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Endnotes

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- i Minnie Lamplugh de Smith
 - ii England & Wales births 1837-2005, Driffield, 1842, 2/4, 23, 50
 - iii *Leeds Intelligencer*, 21st August 1841
 - iv *Hull Advertiser and Exchange Gazette*, 10th May 1844
 - v Yorkshire Marriages, December 1862, p 190
 - vi Marriage certificate of James Arthur Lamplugh, Birmingham, 1866, 1/4, 6D, 222
 - vii England & Wales births 1837-2006 for:
William Alfred Lamplugh, West Bromwich, 1866, 4/4, 6B, 700
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 - xi United Grand Lodge of England Freemason Membership Registers 1751-1921
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 - xiii Middlemore Saddles (including Lamplugh)
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- xvi England & Wales National Probate Calendar 1558-1966
- xvii *Manchester Courier and Lancashire Advertiser*, 14th October, 1896. p 1
- xviii Grace's Guide to Industrial History
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- xix *Walsall Advertiser*, 3rd February 1906
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- xx Middlemores
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- xxiv Middlemore saddles
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- xxv J F M E Lamplugh MB, CHB, DTM &H
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- xxvi From the archives of King Edward School, Edgbaston: curator Alison Wheatley
- xxvii Aston University, the early years
<http://www.aston.ac.uk/50/history/the-early-years/>
- xxviii *Birmingham Mail*, 13th March 1917
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- xxix *Birmingham Mail*, 13th March 1917
- xxx Grace's Guide
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- xxxi Attestation of Sydney Clifford Lamplugh, from the archives of King Edward School, Edgbaston, curator Alison Wheatley
- xxxii Letters written by Sydney Lamplugh reproduced with the kind permission of Minnie Lamplugh de Smith
- xxxiii Yesterday's motorcycles
<http://www.yesterdays.nl/pm-1914-3hp-combination-p-2322.html>
- xxxiv See xxxii
- xxxv See xxxii
- xxxvi See xxxii
- xxxvii British Army WW1Medal Index
- xxxviii See xxxii. The date on the postcard is not clear but is most likely 27th (rather than 07th) January 1915. It is post marked 28th January 1915
- xxxix See xxxii
- xi See xxxiii. This letter is dated 21st February 1914, but as Sydney was in France when he wrote it, the year is more likely to be 1915
- xii See xxxii. This letter does not have a year date, but it fits with Sydney being in the Bethune sector in 1915
- xlii See xxxii
- xliii See xxxii
- xliv The term 'bus' is probably a reference to Sydney's motor bike as a means of transport for him
- xlvi See xxxii.
- xlvi See xxxii and xlv
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- xlvi See xxxii
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- lvi *Birmingham Mail*, 30th January 1915
- lvii Royal Air Force Officers Flying Records 1912-1920
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- lviii *Journal of the Royal Aeronautical Society*, February 1956, p 81
- lix *Birmingham Mail*, 22nd January 1945
For more information on Joan Lamplugh see:
http://www.baus.org.uk/_userfiles/pages/files/Museum/1992-victor-dix-obit-2.pdf
- lx BBC
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- lxii *London Gazette*, 21st December 1934, Issue 34116, p8321
- lxiii *Solihull Life*, 6th March 2017

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<http://images.birminghamhistory.co.uk/coppermine/albums/userpics/10161/ssss.jpeg>
The Church of the Messiah was demolished in 1978. It was originally built in 1862 replacing the New Meeting Chapel.

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- Figure 2 Forum Tonton Vélo <http://forum.tontonvelo.com/viewtopic.php?f=8&t=17434>
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<http://www.aston.ac.uk/50/history/the-early-years/>
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- Figure 17 Lamplugh Poster for radios
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